AFFAIRS OF THE RAILWAYS.

Freight Traffic Beginning to Improve. The train records show that during last week 656 more loaded cars were received and for warded at this point than in the week ending July 7, but when comparisons are made with the corresponding week of last year the exhibit is not so favorable. However, new wheat began to move two weeks earlier than it has this year, which has much to do with the unfavorable comparison. Shipments of live stock east last week were in excess of those of the corresponding week in 1887, and this is the only class of traffic which shows an east-bound increase. Westward the tonnage continues to be a surprise. In fact, there has been but little decrease in this direction from week to week. In June or July there is usually a marked falling off, but this year it averages well, and has been made up largely of first-class freights, the only low class of freights coming West being anthracite coal. Freight men are inclined to believe that the west-bound business of the next four months will be very heavy, and, as rates are advancing steadily, a profitable summer and fall business is looked for. Local traffic, which has been dull since the middle of June, begins to improve, and it is thought that, from now on, the volume of business will steadily increase. The cereals and other farm products will soon begin to seek a market, and shipments of merchandise outward will also grow larger. Building material forms one of the most important items in local traffic, shipments of stone, brick and lumber moving by train-loads. At the city depots there has been no cutting down of forces, and, as business is reviving, nothing will likely be done in this direction, which is good evidence that the volume of traffic through the summer months is heavier than usual. Taken as a whole, the oulook is promising. Below is given the number of cars received and forwarded at Indianapolis in the week ending July 14. as compared with the corresponding weeks in 1887 and 1886:

Name of Road.	cars.	Loaded cars, 1887.	Loaded cars, 1886.
L., N. A & C. Air-line	244	297	All the second second
I., D. & W	256	000000000000000000000000000000000000000	70000000
I. & V	442 504	20.71.72	
L. E. & W. (Ind'polis div.)	411	576	
O., I. & W. Eastern	512	F-100 T-100 T-	936
Peoria	524		
C., I., St. L. & C. Lafeyette.	1,571	1,617	
Cincinnati.	1,842		
J., M. & I	1.228	1,580	the same of the same
C., St. L. & P. Columbus	257	254	262
Vandalia	1,532	2,084	1,680
I. & St. L	1,523	1,701	1,514
Bee-line	1,653	1,741	1,556
Total	13.169	14,997	14,053
Empty Cars	4,622	5,004	4,815
Total movement	17,791	29,001	18,868

The Toledo, Peoria & Western The recent decision of Judge Gresham, in the case where he ordered the payment of \$257,000 by the Wabash to the Toledo, Peoria & Western first mortgage bondholders, is attracting a good deal of attention, as he has taken a new departure in the decision, and one which may reach other cases much similar in their characser. The points in the decision were that the Wabash had a leasehold interest only in the property of the T., P. & W., and interest was liable to be forfeited for non-payment of rental. The Wabash agreed to pay the interest on the firsts as part of the rent, and the mortgage which the Wabash foreclosed bound only the leasehold interest in the T., P. & W. Receivers Tutt and Humphreys, of the Wabash, therefore became assignees of the lease of the T., P. & W., held by the Wabash company, and were so made responsible for the rental of the former road under the previous Wabash contract. " * The receivership embraced only the property of the Wabash company, and, under the conditions of the court's assumption of control of the T., P. & W., no part of the expenses of the receivership can be properly chargeable against the T., P. & W. property. The T., P. & W. was operated by the Wabash receivers from May, 1884, to June, 1885, and the rent which actually accrued during that period, and which was applicable to the payment of interest on the firsts, amounted to about \$320,000. This amount is now due to the trustees of the T., P. & W. mortgage, less about \$99,000 which the Wabash receivers have paid out of the T. P. & W. net profits to them during the receivership." The decision is thus, in substance, that the Wabash is responsible for the full rental under the lease, though the results of operating the T., P. & W. were such as to leave a loss to the Wabash after making such payments out

of net earnings of the leased line. Free Rides Forever.

An interesting case was decided on Wednesday by Judge Allen, of the Supreme Court of Massachusetts, involving the consideration of a deed of real estate. In 1836, when the Boston & Providence company was chartered, Mr. John C. Dodge, of Attleboro', conveyed a portion of his land in consideration that he and his family should ride free over the railroad as long as the land was used for railroad purposes. A grand-daughter of Mr. Dodge claims that she is entitied to the privileges named in the deed, and that "family" meant "descendants" of the grant-The railroad company demurred on the ground that the remedy of the plaintiff, if any, is at law, and not in equity. Judge Allen over-ruled the demurrer, and expressed an opinion that under the deed the Boston & Providence Railroad Company would be required to carry free the descendants of Mr. Dodge for all time.

Personal, Local and State Notes. The Cincinnate Wabash & Michigan is in-creasing the forces in its shops and preparing to do some new work as well as all its own repair-

Last week the employes of the Chicago & Indiana coal road presented W. H. Brimson, their retiring master of transportation, with an ele-

gant gold watch and chain. On Saturday Chief Engineer Defrees, of the Ohio, Indiana & Western road, awarded the contracts for building a new iron bridge over Eagle ereek and a viaduct over Vermillion river at

H. C. Diehl, general manager of the Inter-state Dispatch, spent Sunday in the city. He states that the new fast-freight line is catching on admirably, and promises at no distant day to be one of the most popular lines operating over the through east-and-west roads.

C. C. Waite, general manager of the Cincinnati, Hamilton-& Dayton lines, says he has dropped business for two months and will go in search of health. On Saturday night he left for Lake Chautauqua, where he will rest for a few days, and then strike further out from home.

The Louisville, New Albany & Chicago road carned in the first week of July \$39,575, an increase as compared with the earnings of the corresponding week in 1887 of \$2,242; the Ohio & Mississippi, \$63.088, a decrease this year of \$19,-767; the Lake Erie & Western, \$36,417, an in-

Freight men are of the opinion that before the present week expires a general advance in rates where they have become demoralized, will be ordered, so that by the 1st of August the roads will begin to carry business at paying rates. By that time it is thought the roads will have more traffic than they have now.

On Saturday a couple of live stock shippers, who shipped eight car-loads of live stock over the Bee-line from Indianapolis to Buffalo, paid less for the shipments of the eight car-loads of stock than they did for round trip tickets for each of them between the points named.

Those who know E. A. Ford, general passenger agent of the Penusylvania lines west of Pittsburg, think he will not give his competitors a chance to cry enough by paying larger com-missions than any of them. In this way he hopes to make them see the error of their ways.

Passenger trains of the C., I., St. L. & C. commence running over the North Bend cut-off this morning, but freight trains will be run through the tunnel thirty days longer. This removes the only unpleasant thing there was in making a trip over the eastern division of the

The stockholders of the Cincinnati, Sandusky & Cleveland road are so sanguine that the In-diana, Bloomington & Western will pay the judgment hanging over them, in favor of the C. S. & C. road, that they are arranging to declare a 2 per cent. dividend with the money, should the I., B. & W. company settle it in full. This

they are not likely to do. It is stated that President Corbin has undertaken to bring about more harmonious relations between the Ohio, Indiana & Western read and its competitors for business, more especially on the eastern division of the road, which still has hard sledding to make both ends meet. Hehas asked for a conference with the Bee-line and the Lake Erie & Western people to consider the

matter. At a meeting of the leading business men of Lafayette, on Friday last, Colonel Freidley, solicitor for the L., N. A. & C. road, stated that General Manager Carson had told him that he had decided to remove the shops from New Albany and would prefer Lafayette to Crawfords-bany and would prefer Lafayette was disposed to act

liberal. At the meeting a committee of five was appointed to take any action it thought advisable, and it therefore called a meeting of citizens for to-day to confer over the matter. Crawfordsville, as well, is bestirring itself in hopes of

tecuring the shops. It is stated on good authority that the A., T. & S. F. people are quite determined to secure a good connection with the Southeast via Indianapplis. The new Chicago division is now earning about \$10,000 a day, and it is believed that the earnings of a portion of this division could be handsomely increased if the Santa Fe had a connection for Cincinnati and other southeastern points via Indianapolis.

General Manager Beckley, of the Cincinnati, Wabash & Michigan, was in the city Saturday and had a conference with the Pennsylvania officials regarding the rate-cutting to northern pleasure resorts, which both of these lines reach. Assistant General Passenger Agent Dering, of the Pennsylvania, promised Mr. Beckley that he would look into the alleged rate-cutting and if any of it was really going on he would put a

Ticket agents all over the country who formerly fattened on commissions, their salary being secondary matter, are feeling nicely over the snarl the roads have got into over the matter. Almost without exception they credit the general passenger agent of the Chicago & Alton with being the man who defeated the non-pay ing commission scheme, and it is stated that he has received a large number of letters expressing gratitude that he had so much of the "bull dog" in him as to defeat the efforts of the more powerful lines in the East and West in this

"At last," says the Boston Transcript of July 13, "there is said to be some prospect of an early issue of the new Ohio, Indiana & Western securities in exchange for Indiana, Bloomington & Western issues under the reorganization plan of the last named. It is stated that the new securities are being signed and in a few weeks will be turned over to the reorganization committee. which will issue a detailed report to security holders, of their proceedings in bringing about the reorganization, and name the date for the issue of securities."

On Saturday last the board of directors of the Terre Haute & Indianapolis road declared the usual 3-per-cent. semi-annual dividend, payable Aug. 1. President McKeen says that the earnings of the road have been quite satisfactory, when all things are considered. What has been lost in east-bound freight business through the light movement has been made up on westbound business, which has been extremely heavy. Passenger earnings have been the most satisfactory in the history of the road, trains in both directions running full for months past.

in commenting on the general passenger gents of the trunk lines, all of whom are Western men, who appeared before the Inter-state Commission last Friday to give testimony as regards their modes of carrying immigrants West, the World says among the first to ap-pear before the commission was Mr. Monett, of the New York Central; after him came Leslie Farmer, of the Erie, and finally Geo. W. Boyd, who gathers in the business of the Pennsylvania. Mr. Boyd told the commissioners that "their company takes more pains to look out for the immigrants' welfare than for that of higher class passengers, because we realize that they are helpless and strange, and unused to the customs of the country." "Oh, yes," said Mr. Monett, sotto voice. "You will vestibule your immigrant trains soon, I suppose. We are going to do it, and throw in a bottle of Hathorn water for each passenger."

GREEN RIVER ISLAND.

The Little Spot of Ground in Dispute Be tween Indiana and Kentucky.

The taking of testimony in the cause wherein the State of Indiana is plaintiff and the State of Kentucky is defendant, involving jurisdiction over Green River island in the Ohio river above this city, is about concluded and will be laid directly before the United States Supreme Court by the respective attorneys—Hons. Joseph E. McDonald for Indiana and J. Proctor Knott for Kentucky; the former assisted by D. B. Kumler and the latter by George A. Cunningham, of this city. The most important witnesses have been Messrs. A. T. Whittlesey, of Council Bluffs, Ia., (formerly of this city) and James D. Saunder, of this city, civil engineers, and Prof. Coulter, of Wabash College, Crawfordsville, Ind., geologist. The examination has been exceedingly in-teresting and has thrown valuable light on the geological and alluvial formation of the lands adjacent to this locality.

Green River Island was originally a sand-bar.

In the course of time vegetation commenced growing on it, and as it did so alluvium was deposited by the current of the river. Years and decades passed, the sand-bar became an island, which rose from the water and increased in size; then the land granted by the State of Kentucky to individuals, who cultivated it and finally resided on it. The island is now one and a quarter mile wide by four and a half long in extreme dimensions, and contains 2,732 acres. It has considerable population. In high water there is a slough between it and the Indiana shore. Formerly boats could run through it; now they cannot except small ones. In low water the conneeting land is dry, and crops are raised on it clear to the Indiana shore. To all intents and purposes the island is part of Indiana, although the law as adjudicated gives Kentucky jurisdic-tion over it. The inhabitants vote and pay tax-es in Henderson county, Kentucky, and are amenable to Kentucky law.

The growth of this island, as constantly wit nessed along Western rivers, illustrates the formation of the soil in the river bottoms. The site of Evansville was originally a series of sand-hills. In the lapse of ages alluvium was deposited by the river, the sur-face was gradually raised and trees and other vegetation grew. Cross currents cut ravines and guilles, which have been gradually filled up as the city grew. Even within the memory of persons now living the transformation has been very great, so rapid are these al-luvial processes of the Ohio river, and much

more so the Missouri and Mississippl. It is understood, though of course no such an nouncement has been made, that Indiana is almost certain to gain the case, and with it jurisdiction over this island. The evidence is regarded as conclusive to this effect. Whether the court will concur in this view of course cannot be known until the decision is announced. The case is a peculiar one in this, that it will be considered by the United States Supreme Court without the intervention of any inferior federal court. By a special act of Congress the two States were authorized to test the long-

standing question of jurisdiction in this way. Their statutes made provision for the payment of lawyers' fees and other expenses. By the ordinance of 1787 Virginia, in ceding the territory northwest of the Ohio river, reserved jurisdiction to low water mark on this side. This privilege, or prerogative, descended to Ken-tucky when that territory was detached from Virginia. The gradual growth of Green River island, within the historic period, has made it, according to the evidence, part of the soil of Indiana. The result must certainly be as we have indicated. That island is as much a part of Vanderburg county, Indiana, as the Peninsula opposite this city is a part of Henderson county, Kentucky.

Real Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M., July 14, 1888, as furnished by Elliott & Butler, abstracters of titles, Room 23, Ætna

lot 108. Robert Martindale to Ada E. Aldrich, lots 29 and 30 in square 1 of section 1 of E. B. Martindale's Lincoln Park addition. Joanna B. Hensley to Sarah C. Bailey, lot 6 in Spann's subdivision of Bright et al.'s subdivision in outlot 155... Frederick Reisner to Mary E. Taylor, lot 33 in Reisner's second West Indianapo-Johnson, lot 25 in Downey & Irwin's subdivision of Hutchings & Darnell's vision of Fletcher's Oak Hill addition .. Nicholas McCarty et al. to Daniel W. O'Brian, lot 238 in McCarty's subdi-vision of part of outlot, 120...... Christina Stark to John E. Parsons, lot 20 in Burr & Miller's subdivision of Brooks's addition.

Wm. A. Logsdon to Otto G. Henn, part of lot 2 in the Wm. Holmes estate.....

Rebecca Fager to Amanda E. Willett, lot 74 in E. T., S. K. & A. E. Fletcher's

A writer in the Prairie Farmer names the following reasons why apple-growing often fails in the Northwest: 1, Planting on low, undrained and unridged black soil; 2, planting tender varieties; 3, setting out trees too large; 4, not shading the stems; 5, neglecting to fence from cattle; 6, stimulating the growth too much when young,

Converances, 13; consideration\$13,526.00

Woodlawn addition....

MINOR CITY MATTERS.

To-Day's Doings. FIRST VOTERS' REPUBLICAN CLUB-Superior Court Room No. 3, evening.

HARRISON CLUB-Criminal Court Room, evening. COUNCIL Regular meeting, evening. LEAGUE BASE-BALL-Indianapolis and Washing ton, Athletic Park, 4 P. M.

BATTLE OF ATLANTA CYCLORAMA-Market street, between Illinois and Tennessee, day and evening.

Industrial and Trade Notes. Wright & Wright last week put in a saw-mill, complete, for J. W. Webb, Southport, Ind., and have an order for a large mill to go to Tennessee. Manufacturers have been making large ship-ments to the Pacific coast the last few days to get the business in ahead of the advance in rates

which takes effect to-day. John Martin, the contractor, has had in his employ for some weeks past 224 brick-layers and laborers, and has work enough to keep them

busy for six weeks to come. Stave manufacturers are prospering. The demands for staves in this country is good and export shipments are large. W. H. Coleman is working 475 men on full time.

Parties have purchased ground in Haughville on which they propose to erect a building for a manufactory of horse-collars, in which from twenty-five to thirty men will be employed. The Terre Cotta company is pressed with work. Within the last ten days orders have been received for over \$20,000 worth of work.

This company is getting an excellent reputation The .. B. Aifree company last week shipped a flouring mill of 100 barrels capacity to Oxford, O., and another to Tennessee. With the Tennessee mill one of the company's automatic en-

gipes was shipped. Knight & Jillson last week put in two natural-Brookville, Ind. The former plant cost \$2,000.

They also fitted Lieber's and Schmidt's breweries with natural-gas pipes.

The erection of new buildings for the Indianapolis Stove Company to take the place of those burned recently will begin this morning. One building will be 200 feet long by 40 wide, and the other will be 100 feet long by 30 wide. Both will be constructed of brick. Speigel & Thoms, whose furniture manufac-

tory has been closed for two weeks, will not begin operations until next week, as they have decided to put in \$3,000 worth of new machinery. They report their prospects for a good fall trade as exceedingly favorable.

The Jenney Electric Company during the past week has received an order for a sixty-arc-light outfit complete, power included, from Sullivan, Ind. It also has an additional order for fortypany, and another for an engine, boiler and sixty lights to be sent to Topeka, Kas.

A. A. Helfer expects to get into his new building in about thirty days. He will have one of the largest and most complete carriage manufactories in the city, and there will be but one larger one in the State. Wright & Wright are putting in a carriage elevator of new design, healthy secretions. It allays putting in a carriage elevator of new design, which is attracting a good deal of attention. Commission merchants state that their busi-

ness for the last thirty days has been the most remunerative they have had during any like period in many years. Shipments of fruits and vegetables to this market have been liberal, and prices have been remarkably well sustained. There are now in this city twenty commission The Hadley Shoe Company has enough orders

to keep the factory busy for three months to come. As soon as the company can get into new quarters it will increase the force of operatives. There was on exhibition at this factory last week a pair of shoes made for Barnum's fat woman. By actual test, each shoe will hold one The car works were obliged to shut down dur-

ing the last three days for want of iron, as the strike at the Pennsylvania mills cut off the sup-ply. President Millard thinks he has made arrangements by which he will get all the iron he needs from other sources. He expects to resume operations in two or three days. Prior to the shutting down they were turning out for the A., T. & S. F. twenty cars a day.

Before the close of the present week Vancamp & Co. expect to begin the canning of green corn and tomatoes, and will give employment to 650 or 700 persons. Last week they had 150 girls employed in stringing beans. They are paid 7 cents for et. bucketful they string, and some of them earn over 4 dollar a day at the work, while others drop down to 50 cents. Thus far the establishment has put up 120,000 two-pound cans of beans and 240,000 two-pound cans of peas. This week the company will commence canning blackberries, and will have shipments for that purpose from all parts of the State.

The Steel-pulley and Machine Company has closed a contract and is delivering a portion of the iron work for the plate glass-works at Kokomo. The company has a contract for all of the truss work and castings for the entire plant. The buildings of the plate glass-works have a frontage of 850 feet, running back 320 feet. About five hundred thousand brick, one hundred thousand feet of lumber, and nearly fifty tons of iron will be used in the buildings and machinery. It will require a ten-inch pipe to supply the natural gas that will be used. The officers of the glass company say that they will be able to manufacture the largest glass in the United

Personal Mention.

Miss Susie Kelly, of Greencastle, and a teacher in the DePauw music school, left Satevening for the East. She will sail in a few days for Leipsic, Germany, where she will

Mrs. Lucia Julian Martin leaves the city this morning for Williamsport, where she gives a course of instruction in reading and voice culture before the Warren County Normal Institute. She will also give a dramatic reading

Hilton U. Brown, of the News, the successor of John G. Blake as chaplain of the Reform School for boys, at Plainfield, is becoming almost as popular at the institution as his prede-cessor was. He is rapidly developing into a ready speaker and he has that faculty of winning the friendship of all the boys which made Mr Blake so popular among them. He is at the institution from Saturday evening until Monday morning each week.

TEACHING THE PREACHERS.

Advice Given by Mr. Moody to the Brethren at His Northfield Bible-School. Special in Springfield Republican.

There was the usual inspiring singing by the male chorus and audience with several elevating prayers by the young men. Then began a sifting of the questions which had been poured in during the day, all of those which might ignite any theo-logical magazine being wisely culled ont. Then Mr. Moody took up a list of interrogatives as follows: "What is the cure of weak faith?"
"There is no cure but the word of God, and the whole of it from Genesis to Revelation. It's the people who neglect the Bible that are full of doubt. I used to be continuously praying for faith. When I was in Chicago I used to pray for faith most of the time, thinking if I only had it, I could turn that city upside down. One day I happened to read Romans x, 17: 'So then faith cometh by hearing and hearing by the word of God,' which opened the whole subject to me. The more you read his word, the more you will believe. For 6,000 years man has been trying to break God's word without success." "How can man who wants to preach the gospel get over nervousness?" This question gave Mr. Moody an opportunity to touch up the clergy, and give some useful hints on preaching, which he improved to advantage. He said: "Be yourself. I do detest those who put on a religious tone; it looks like cant. Wake up a man's curiosity, get out of ruts. Never take up firstly, secondly, lastly, etc.; take your text and throw it right at your congregation. Don't say, 'I have common sense, or 'I am going to give you a practical sermon.' Your audience will soon find out about that. Get the people to forget themselves. A man will talk and walk in his sleep, but he never works in that condition. Get the reputation of being brief-stop when you are through. We live in an intense age. Then you must get the confidence of your audience. Don't get the reputation of preaching long sermons. Keep your hands out of your pockets. One man asleep is a bad advertisement, especially on the platform, for your sermon. Aim at the heart, for if you get the heart you will get the whole man." During his explanation upon this, as well as other topics, he told many bright incidents, bristling with wit, which illuminated his points, and were

much appreciated by the boys. "What is the best training for a young man after graduating from college or theological seminary?" "Well," said Mr. Moody, "start out as a book agent for six months, to get acquainted with human nature. Go into a city and take a lot of Arabe, whom you will have to watch to see that they don't pick your pocket. If you can interest them, you are on the high road. Preach to the common people and you will get all the others." "Do you think best to take part in religious work while in college?" "Certainly, for it may be the

work to-night for you know not where you will be to-morrow." "What is the best way to get up a union meeting?" "I will tell you," said Mr. Moody, "what not to do; don't have any controverted subjects up for discussion. I could break up this school in twenty-four hours by introducing denominational questions. Take up subjects we all agree upon. There are twenty-one nationalities in our two schools here, and among all the teachers I don't know what denominaan open-air meeting." "How to conduct ner where the people pass by—if you want to catch fish you must go where they are. Don't read a long chapter, but after singing ring out some text that will attract attention. Have your wits about you, ready to meet some skep-tic who may be on the alert to trip you up."
"How do you get up your sermons!" "Well,"
said the evangelist, "I will tell you; it's no secret. I take a large envelope, and when I hear any good thing on any subject on which I am likely to preach a sermon perhaps years hence, I just put it in that envelope and dot it down on the outside, and at some future time when getting up a sermon I have material ready. Never be afraid of repeating a sermon." "Do you have any regular line of truth to preach in going into The people of Indianapolis alone consume from 130 to 150 tons a day, aside from the ice put up by brewers and others for their own use.

Parties have proceed time for the ice dealers.

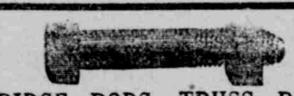
all the i's and it's of a sermon and then get up and ask God to give me full liberty." "How to reach infidels?" "By a godly life."

when the stock have free access to water. If no water be given other than when the animals are in the barn-yard the salt is best given in the

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FOR RENT.

FOR RENT-ROOMS, WITH STEAM POWER. TOR RENT-521 N. TENNESSEE ST., 7 ROOMS, I \$20, by W. J. McCULLOUGH, 92 E. Market st.

PROPOSALS. DROPOSALS FOR ORDNANCE SUPPLIES-Rock Island Arsenal, Rock Island, Illinois, July 6, 1888. Sealed proposals, in triplicate, upon the blank forms furnished from this office only, will be received by the undersigned until I o'clock p. m., on Monday, August 6, 1888, for furnishing the following classes of supplies, in such quantities and at such times during the fiscal year ending June 30, 1889, as the commanding officer of this arsenal may require, viz: Saddle biankets, blacksmiths' tools, forage, viz: Saddle biankets, blacksmiths' tools, forage, silver, gold, hardware supplies, leather, thread, rope, duck, paints, oils, paper, cleaning and polishing material, tools fuel, building materials, etc., etc. All articles will be subjected to a rigid inspection; full compliance with the specifications will be insisted upon, and no articles of inferior quality will be accepted. A preference will be given to articles of domestic production and manufacture, conditions of prices and quality being equal. Forms containing instructions to bidders, a copy of this advertisement, blank form of proposals, and specifications for supplies, with column for prices to be filled in by the plies, with column for prices to be filled in by the bidder, can be had upon application by mail or in per-son to the undersigned, and samples of the supplies can be seen at this Arsenal. Bidders to whom contracts are awarded must execute them, and the bonds when necessary, within ten days after their receipt, and no deliveries under any contract entered into will be made before July 1, 1888, nor after June 30, 1889. Awards under this advertisement for furnishing supplies will be made subject to the contingency that funds shall be appropropriated by Congress at its present session for their purchase. The government reserves the right to reject any or all proposals or parts thereof. Envelopes containing proposals should be marked "Proposals for Ordnance Supplies," and addressed to the undersigned. T. G. BAYLOR, Col. Ord. Dept. U. S. A., Commanding.

FINANCIAL.

MONEY TO LOAN-6 PER CENT. HORACE McKAY, Room 11, Talbot & New's Block. MINANCIAL-MONEY ON MORTGAGE-FARMS and city property. C. E. COFFIN & CO. SIX PER CENT. ON CITY PROPERTY IN IN-MONEY TO LOAN ON PARMS AT THE LOWwhile in college?" "Certainly, for it may be the best year of your life. Work as you go. Go to \$200. 72 E. Market street, Indianapolis. (OFFICIALL)

COPY OF THE STATEMENT OF THE CONDITION

____ OF THE ____

PHŒNIX INSURANCE COMPANY. OF HARTFORD, CONN.

On the 30th day of June, 1888. Located at No. 64 Pearl Street, Hartford, Conn.

The amount of its capital is	\$2,000,000.00 2,000,000.00
Cash on hand, in bank and with agents United States and State stocks and bonds Hartford bank stocks. Miscellaneous bank stocks. Corporation and railroad stocks and bonds County, city and water bonds Real estate. Loans on collateral. Real estate loans Accumulated interest and rents	\$382,573.68 147,800.00 592,176.00 348,410.00 2,164,795.00 107,350.00 230,974.24 32,570.00 810,350.00 21,470.21
Cash assetsLIABILITIES.	\$4,778.469.13
Losses adjusted and due	\$196,052.39
Amount necessary to reinsure outstanding risks	1,570,726.37
Total liabilities	\$1,766,778.76
The greatest amount in any one risk, special cases, \$20,000.	
State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the a copy of the statement of the condition of the above-mentioned company on the 30th day as shown by the original statement, and that the said original statement is now on file in this (SEAL.) In testimony whereof I hereunto subscribe my name and affix my official seal July, 1888. BRUCE CARR, Auditor	of June, 1888, office, this 9th day of

[OFFICIAL]

COPY OF THE STATEMENT OF THE CONDITION

Northwestern Mutual Life Insurance Co On the 30th day of June, 1888.

The amount of its capital is	Purely Mutual.
THE ASSETS OF THE COMPANY ARE AS FOLLOWS.	
Cash on hand and in banks, including \$94,988.93 of 1887, in transmission, received January 1st-10th. Real estate unincumbered. Bonds owned by the company, bearing interest at the rate of — per cent., secured as fol-	\$837,831.43 1,320,530.81
lows, market value: United States registered bonds State, county, city and town bonds	136,100.00 470,507.05 431,373.83
Loans on bonds and mortgages, on real estate worth double the amount for which the same is mortgaged, and free from any prior incumbrance, except as to 13 loans aggregating \$218,800, in which cases there are or are claimed to be comparatively small prior liens, but against which the company has ample bonds of indemnity and other security	
Ledger accounts and bills receivable *Deferred and unreported premiums Premium notes	570.981.13
Total assets	\$28,858,618.90
LIABILITIES.	
Unpaid dividends (estimated), etc	\$113,748.64
Losses adjusted and not due	134,363.96
Reserve on policies outstanding (Actuaries' 4 per cent.)	59,990.12
Total liabilities	\$24,016,129.72
"Twenty per cent. deducted. The greatest amount insured in any one risk, except a few cases in which policies have the dividend additions beyond \$30,000, \$30,000.	

State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct of the statement of the condition of the above mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office. [SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 12th day of BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF THE STATEMENT OF THE CONDITION

____ OF THE ____

BERKSHIRE LIFE INSURANCE COMPANY On the 30th day of June, 1888.

Located at corner of North and West Streets, in Pittsfield, Mass.

\$25,500.00 THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons..... \$104,987.00 Real estate unincumbered.

Bonds owned by the company, bearing interest at the rate of — per cent., secured as follows, market value:
380 shares Pittsfield National Bank stock..... 70,500.00 Boston & Albany railroad bonds, 6s.
Note Boston & Maine Railroad Company, 5 per cent.
U. S. bonds, 1907, fours. 58,000,00 100,000.00 315,000.00 North Adams Water Script..... 18,540.00 68,000.00 West Springfield town losn...

Loans on bonds and mortgages of real estate, worth the amount for which the same is mortgaged, and free from any prior incumbrance...... 7,000.00 2,174,126,73 Debts otherwise secured..... Debts for premiums..... 39,926.65 All other securities.... Losses adjusted and not due..... } \$33,117.00 Losses unadjusted.....

The greatest amount in any one risk, \$20,000. State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.'

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 11th day of
BRUCE CARR, Auditor of State.

[OFFICIAL]

COPY OF THE STATEMENT OF THE CONDITION

OF THE UNITED STATES BRANCH OF THE

LION FIRE INSURANCE COMPANY

On the 30th day of June 1888

On the som day of suite, 1000.		
Located at No. 223 Asylum Street, Hartford, Conn.		
Home Office, London, England. M. BENNET	NETT, JR., Manager.	
The amount of its capital is The amount of its capital paid up is THE ASSETS OF THE COMPANY ARE AS FOLLOWS:	\$4,125,000.00 560,069.00	
Cash on hand and in the hands of agents or other persons	\$164,925.96 508,000.00	
is mortgaged, and free from any prior incumbrance		
Total assets	\$839,975.96	
Losses adjusted and not due Losses unadjusted Losses in suspense, waiting for further proof Amount necessary to reinsure outstanding risks	8,161.76 18,778.34 6,707.00 237,884.69	
Total liabilities	\$271,621.79	
	Located at No. 223 Asylum Street, Hartford, Conn. Home Office, London, England. The amount of its capital is. The amount of its capital paid up is. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons. United States registered 4 per cent. bonds, market value. Loans on bonds and mortgages of real estate worth double the amount for which the same is mortgaged, and free from any prior incumbrance. Debts otherwise secured. Total assets. LIABILITIES. Losses unadjusted and not due. Losses in suspense, waiting for further proof. Amount necessary to reinsure outstanding risks. Total liabilities.	

State of Indiana, Office of Auditor of State. I the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company on the 30th day of June, 1888. as shown by the original statement, and that the said original statement is now on file in this office. [SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 12th day of BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF THE STATEMENT OF THE CONDITION

___ OF THE ___ Central Life Insurance Company On the 30th day of June, 1888.

P	Located at No. 243 West Fourth Street, Cincinnati, Chio.	
	The amount of its capital is The amount of its capital paid up is THE ASSETS OF THE COMPANY ARE AS FOLLOWS:	\$100,000.00 100,000.00
	Cash on hand and in the hands of agents or other persons	\$32,451.27 231,865.00
-	Traited States 4 per cent bonds	12,650.00
	Loans on bonds and mortgages of real estate worth in gross double the amount for which the same is mortgaged, and free from any prior incumbrance. Debts otherwise secured	2,641,268 14 637,473,95 266,095,24 42,027,74
	Total assets	\$3,863,831.34
	Losses adjusted and not due	\$18,459.00 168,437.70 55,030.69 3,240,341.00
	Total liabilities	\$3,482,268,39

The greatest amount in any one risk, \$20,000. State of Indiana, Office of Auditor of State I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof I hereunto subscribe my name and affix my official seal, this 7th lay of July, 1888.

[SEAL.] BRUCE CARR, Auditor of State